

ILLEGIB

Approved For Release 2001/03/03 : CIA-RDP78T05439A000500020024-2

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IB - 128/65  
12 April 1965  
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DECLASS REVIEW by NIMA/DOD

MEMORANDUM FOR: Chief, Manufacturing and Services Division, ORR

ATTENTION : [REDACTED] 25X1A

THROUGH : Chief, Requirements Branch, Reconnaissance Group, CGS

FROM : Chief, Photographic Intelligence Division, CIA

SUBJECT : Shen-Yang (Mukden)/Ta-Lien (Dairen) Rail Line

REFERENCES : (1) ORR Requirement No. C-RR4-81,762  
(2) CIA/PID Project No. 30040-5

1. This memorandum is in response to the above referenced requirement calling for a study of the traffic on the rail line between Shen-Yang (Mukden) and Ta-Lien (Dairen), China, using [REDACTED]. Information was requested on the number of trains on the line by type, direction, location, speed in kilometers and the type and number of cars in each. 25X1D

25X1D 2. This study was based on photography from [REDACTED], which provided complete coverage of this double track line. Due to haze, obliquity, poor film contrast and smoke from the locomotives an accurate analysis of several of the trains was impossible or had to be approximated. Two areas, one just south of Shen-Yang and the other in the complex of An-Shan could not be studied because of the heavy haze. 25X1D

3. All trains observed are located on enclosures CIA/PID/IB-P-414/65 and CIA/PID/IB-P-415/65 and the equipment details are tabulated on the enclosed table. 25X1A

4. The photo analyst assigned to this requirement was [REDACTED] who may be contacted directly on extension 2607 should there be any questions regarding this study. This requirement is considered complete as of the date of this memorandum.

25X1A

Enclosures:

2 Maps w/Overlays  
CIA/PID/IB-P-415/65 and  
CIA/PID/IB-P-416/65

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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SHEN-YANG/DAIREN RAIL LINE

TRAIN NO.	TYPE	DIRECTION	SPEED	LOCO's	TOTAL CARS	OPEN	CLOSED	TANK	PASSENGER
1	Freight	South	53	1	40	*	*	*	*
2	Passenger	North	53	1	13	0	0	0	13
3	Freight	North	62	1	30	*	*	*	*
4	Freight	South	58	1	37	*	*	*	*
5	Freight	North	62	1	20	*	*	*	*
6	Freight	South	58	1	25	*	*	*	*
7	Freight	South	54	1	43	*	*	*	*
8	*	South	62	1	*	*	*	*	*
9	Freight	North	46	1	55	*	*	*	*
10	*	South	50	1	*	*	*	*	*
11	Freight	South	40	1	43	*	*	*	*
12	Freight	North	41	1	46	*	*	*	*
13	Passenger	South	50	1	19	0	0	0	12
14	Freight	North	37	1	30	*	*	*	*
15	Freight	South	30	1	55	*	*	*	*
16	Freight	South	46	1	38	*	*	*	*
17	Freight	North	62	1	36	*	*	*	*
18	Passenger	North	51	1	16	0	0	0	16
19	Freight	North	*	1	*	*	*	*	*
20	Freight	North	*	1	*	*	*	*	*
21	Freight	South	*	1	*	*	*	*	*
22	Passenger	South	28	1	*	*	*	*	*
23	Freight	North	22	1	47	*	*	*	*
24	Freight	South	50	1	41	*	*	*	*
25	Freight	North	25	1	27	27	0	0	0
26	Freight	South	3	1	42	32	10	0	0
27	Freight	South	25	1	46	24	22	0	0
28	Freight	North	59	1	32	32	0	0	0
29	Freight	South	13	1	37	25	11	2	0
30	Freight	North	34	1	16	13	3	0	0

\* Poor quality photography precludes accurate analysis

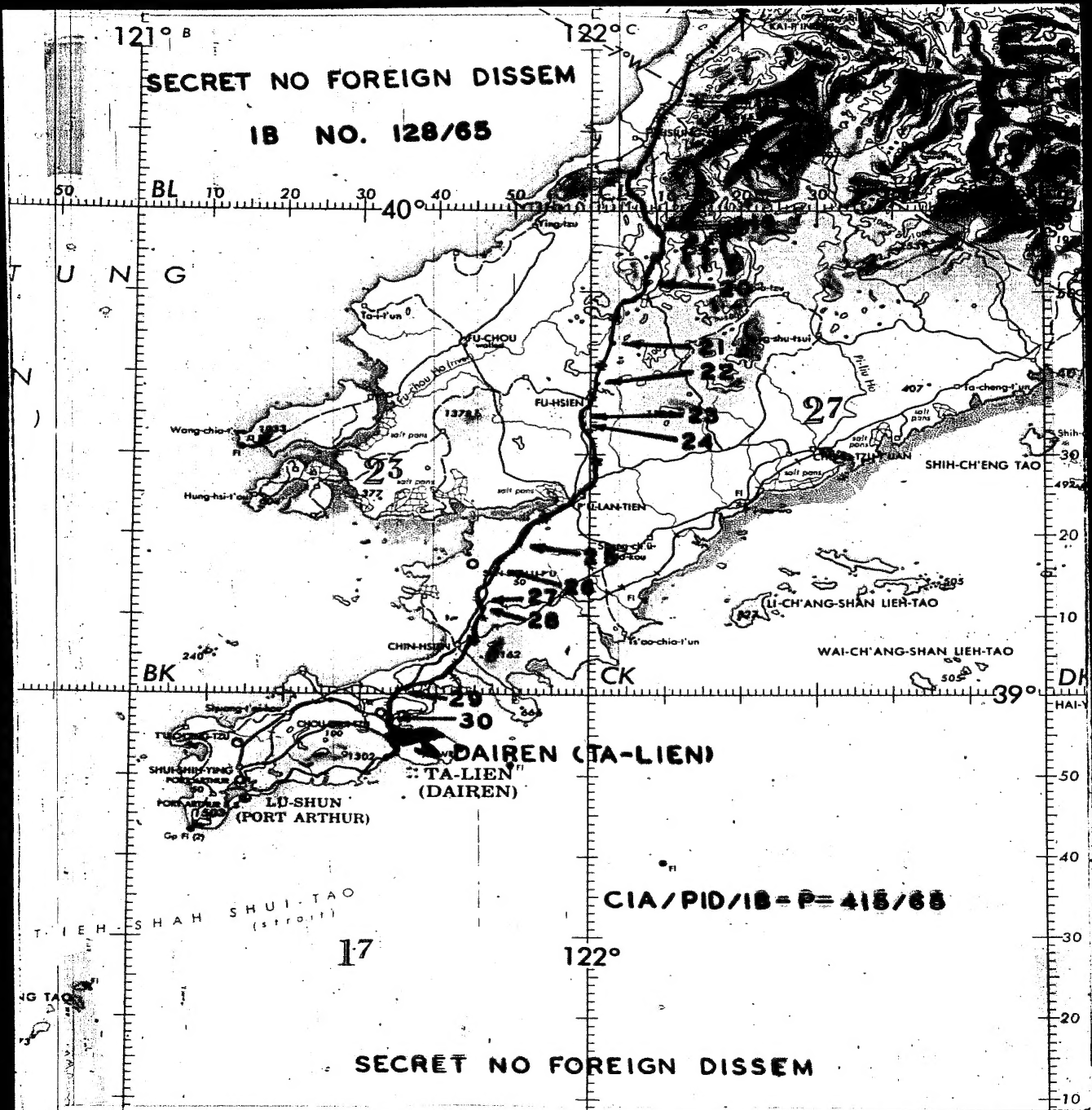
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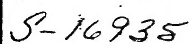
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